

PLANNING COMMISSION MINUTES

September 5, 2001

CALL TO ORDER:

Chairman Vlad Voytilla called the meeting to order at 7:00 p.m. in the Beaverton City Hall Council Chambers at 4755 SW Griffith Drive.

ROLL CALL:

Present were Chairman Vlad Voytilla, Planning Commissioners Bob Barnard, Russell Davis, Eric Johansen, Brian Lynott and Dan Maks. Planning Commissioner Gary Bliss was excused.

Senior Planner John Osterberg, Senior Planner Margaret Middleton, Transportation Engineer Randy Wooley, Assistant City Attorney Ted Naemura and Recording Secretary Sandra Pearson represented staff.

The meeting was called to order by Chairman Voytilla, who presented the format for the meeting.

VISITORS:

Chairman Voytilla asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item. There were none.

STAFF COMMUNICATION:

At the request of Development Services Manager Steven Sparks, Senior Planner John Osterberg questioned whether any Planning Commissioners were interested in attending the Oregon Planning Institute, which is scheduled for the first week of October in Eugene, Oregon. On question, he advised Chairman Voytilla that funding is available for any members of the Planning Commission who wish to attend.

On question, Commissioners Davis and Lynott and Chairman Voytilla all indicated that they are interested in attending this event. Commissioner Maks noted that he is considering attending, and Commissioners Johansen and Barnard indicated that they would not be attending.

Mr. Osterberg advised anyone who plans to attend to contact Robyn Lampa in Community Development.

Commissioner Maks expressed his opinion that Ms. Lampa runs the Planning Department.

NEW BUSINESS:

Chairman Voytilla opened the Public Hearing and read the format for Public Hearings. There were no disqualifications of the Planning Commission members. No one in the audience challenged the right of any Commissioner to hear any of the agenda items, to participate in the hearing or requested that the hearing be postponed to a later date. He asked if there were any ex parte contact, conflict of interest or disqualifications in any of the hearings on the agenda. There was no response.

PUBLIC HEARING:

A. CUP 2001-0022 – COFFEE RUSH @ 2410 SW CEDAR HILLS BOULEVARD CONDITIONAL USE PERMIT

This land use application has been submitted to request approval for the construction of a drive-up coffee bar, approximately 350 square feet in size. The Conditional Use Permit (CUP) specifically requests to maintain hours of operation from 6:00 a.m. to 6:00 p.m. Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. Uses that run during the hours of 10:00 p.m. to 7:00 p.m. are identified as a Conditional Use within this zone. The development proposal is located at 2410 SW Cedar Hills Boulevard, and is more specifically identified on Washington County Assessor's Map 1S1-10BC, Tax Lot 5900. The site is zoned Community Service and is approximately 0.55 acres in size. A decision on the proposed development shall be based on the approval criteria listed in Section 40.05.15.2.C.

On question, all members of the Planning Commission indicated that they were either familiar with or had visited the site and had not had any contact with anyone regarding this application.

Observing that he is sitting in for Associate Planner Scott Whyte who is on vacation this week, Mr. Osterberg described the request for a Conditional Use Permit, specifically the request for extended hours of operation, beginning at 6:00 a.m., rather than 7:00 a.m. He described the applicant's relocation from their present location at 3105 SW Cedar Hills Boulevard to 2410 SW Cedar Hills Boulevard. Concluding, he recommended approval and offered to respond to any questions and comments.

Commissioner Lynott questioned how many entry and exit points exist on the site.

Mr. Osterberg informed Commissioner Lynott that there is both entry and exit onto SW Cedar Hills Boulevard, as well as internal circulation through the

1 *PetSmart* site as well as the *Union 76 Service Station*, adding that the median does
2 not exceed far enough north to prevent a left turn onto Cedar Hills Boulevard.

3
4 **APPLICANT:**

5
6 **RON YOST**, the owner and applicant of *Coffee Rush*, described his request for
7 extended hours of one hour earlier than the permitted 7:00 a.m., noting that the
8 hours of operation at the present site are 6:00 a.m. to 6:00 p.m., Monday through
9 Friday, 7:00 a.m. to 6:00 p.m. on Saturday, and 7:00 a.m. to 5:00 p.m. on Sunday
10 and that he is simply requesting to continue the current hours of operation. He
11 stated that he hopes to be operating prior to the Thanksgiving Holiday, adding that
12 both sites would be running concurrently for approximately one month in an
13 effort to transition their current customers, at which time the present store would
14 be closed. He emphasized that it is critical for this type of business to be
15 available to serve customers at 6:00 a.m. when commuters are leaving their homes
16 for work. He noted that because *PetSmart* is not open at that time, the traffic flow
17 on and off the site would not be impacted during that hour.

18
19 Chairman Voytilla requested clarification of the rationale for the relocation.

20
21 Mr. Yost informed Chairman Voytilla that the business has outgrown the current
22 facility and that the lease at that location has expired, and that there is no
23 opportunity to expand at this site. He noted that while he anticipates losing some
24 of his clientele with the relocation, there would also be an opportunity to gain
25 some clientele.

26
27 Chairman Voytilla observed that he has noticed that several of this type of
28 business has increased their business significantly by relocating to the opposite
29 side of the road, expressing his concern with a potential traffic issue.

30
31 Mr. Yost mentioned that the proposed site provides a great deal more room for the
32 stacking of vehicles than the current site, observing that while a Traffic Impact
33 Study would be costly, this had not been required. He emphasized that because
34 the facility serves only coffee, the amount of time for service ranges from 30 to 60
35 seconds, which does not create a great deal of stacking. He mentioned that the
36 Beaverton Mall area is also served by *Starbucks Coffee* and *Coffee People*.

37
38 **PUBLIC TESTIMONY:**

39
40 On question, no member of the public appeared to testify regarding this
41 application.

42
43 Mr. Osterberg pointed out that coffee is also available at *Borders Bookstore* in
44 this area.

45

1 On question, City Attorney Ted Naemura indicated that he had no questions or
2 comments regarding this application.

3
4 The public portion of the Public Hearing was closed.

5
6 On question, all members of the Planning Commission expressed their support of
7 the application.

8
9 Commissioner Maks **MOVED** and Commissioner Davis **SECONDED** a motion
10 that CUP 2001-0022 – Coffee Rush at 2410 SW Cedar Hills Boulevard
11 Conditional Use Permit be approved, based upon the testimony, reports and
12 exhibits presented during the Public Hearing on the matter and upon the
13 background facts, findings and conclusions found in the Staff Report dated
14 August 29, 2001, including Conditions of Approval Nos. 1 and 2.

15
16 Motion **CARRIED**, unanimously.

17
18 **APPROVAL OF MINUTES:**

19
20 Minutes of the meeting of August 8, 2001, submitted. Chairman Voytilla referred
21 to line 17 of page 8, requesting that it be amended, as follows: “Chairman
22 Voytilla advised Commissioner Johansen that the Planning Commission has been
23 recently **generally** limiting public testimony to three minutes.” Commissioner
24 Maks **MOVED** and Commissioner Johansen **SECONDED** a motion that the
25 minutes be approved as amended.

26
27 Motion **CARRIED**, unanimously, with the exception of Commissioner Lynott,
28 who abstained from voting on this issue.

29
30 **WORK SESSION:**

31
32 **2020 TRANSPORTATION SYSTEM PLAN**

33
34 Second Work Session on the Draft 2020 Transportation System Plan (TSP),
35 which includes improvements to the bicycle, pedestrian, transit and vehicle
36 circulation systems that are necessary to keep the transportation system
37 functioning at acceptable levels through forecast year 2020.

38
39 Transportation Engineer Randy Wooley pointed out that because the
40 transportation planning process can be complicated and confusing, he periodically
41 discusses different issues throughout this process with Senior Planner Margaret
42 Middleton and Randy McCourt, the consultant representing *DKS & Associates,*
43 *Inc.* He noted that they had had such a discussion following the previous
44 workshop session that occurred on August 1, 2001, adding that he would share
45 some of these ideas with the Planning Commission at this time and that Ms.
46 Middleton and Mr. McCourt would be available to respond to any questions.

1
2 Mr. Wooley described the Transportation System Plan as a method for providing
3 guidance and assistance in establishing priorities for the Capitol Improvement
4 Program, creating amendments to the Development Code and developing a basis
5 for determining and obtaining necessary funding. He discussed the procedure for
6 creating and documenting this plan, observing that this reference document would
7 eventually be adopted through the Public Hearing process. He pointed out that
8 this region had determined that it would be necessary to accept a different level of
9 service, noting that even though Metro refers to certain peak volume hour levels
10 of service, there is sometimes very little difference between the different
11 categories. Concluding, he noted that staff would like to receive any feedback at
12 this time, adding that this would be used to prepare a revised document for
13 adoption at some future time.

14
15 Commissioner Maks referred to page 1-3 of the Draft Transportation System Plan
16 Update, specifically Section 6.2.4, which provides for the following goal:

- 17
18 • An efficient transportation system that increases non-single occupant
19 vehicle trips, reduces the number and length of trips, limits congestion,
20 and improves air quality.

21
22 Commissioner Maks expressed his opinion that this particular goal is in conflict
23 with another goal pertaining to policy. He referred to page 1-7 of the Draft,
24 specifically the information that follows the second bullet, adding that he would
25 like this section to be emphasized.

26
27 Commissioner Maks referred to page 2-2 of the Draft, specifically section d,
28 which provides for the protection of neighborhoods from excessive through traffic
29 and travel speeds while providing reasonable access to and from residential areas,
30 and for the construction of streets to minimize speeding. He also referred to the
31 action, specifically the completion of construction of the Murray Boulevard
32 connection from Scholls Ferry Road to Barrows Road at Walnut Street prior to
33 completing the Davies Road connection from Scholls Ferry Road to Barrows
34 Road.

35
36 Commissioner Maks referred to page 2-3 of the Draft, specifically the action
37 under section b, which provides for the maintenance of the opportunity for
38 resident groups to fund multi-use path improvements through the Local
39 Improvement District (L.I.D.) process. He expressed concern with any potential
40 liability that might be connected with this action, emphasizing that this is a major
41 issue.

42
43 Mr. Wooley advised Commissioner Maks that typically an L.I.D. is simply a
44 process to attempt to get the neighbors to provide a portion of the funding for an
45 improvement that is done by the City, adding that the City is also typically
46 responsible for the maintenance of any such improvement.

Commissioner Maks referred to page 2-4 of the Draft, specifically section e, which provides for the construction of multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable uses.

Mr. Wooley advised Commissioner Maks that this has actually been City policy for approximately ten years.

Commissioner Maks emphasized that he is concerned with this prohibition on new development.

Commissioner Maks referred to page 2-7 of the Draft, specifically section c, which provides for the maintenance of levels of service consistent with Metro's Regional Transportation Plan and the Oregon Transportation Plan, and the reduction of traffic congestion and enhanced traffic flow through such measures as intersection improvements, intelligent transportation systems, signal synchronization and other similar measures. He pointed out that it should not be necessary for him to make any comments regarding his feelings on this issue.

Commissioner Maks referred to page 3-3 of the Draft, specifically the section regarding Traffic Volume, which states that turn movement counts were conducted at 96 intersections during the evening (4-6 PM) peak period to determine existing operating conditions. He suggested that next time some intersections should also be counted in the morning peak because, in some locations, the morning peak is more congested than the evening peak.

Commissioner Maks referred to page 3-6 of the Draft, specifically the first statement that states that some of the two-way peak hour traffic volumes have actually decreased over a four-year period.

RANDY McCOURT, consultant representing *DKS Associates, Inc.*, pointed out that the traffic volumes on Jenkins Road near Murray Boulevard has decreased approximately 20% with the current 2000 traffic counts.

Commissioner Maks noted that this decrease had been the result of roadway improvements.

Commissioner Maks referred to page 3-9 of the Draft, specifically the Travel Time Survey provided on this page, requesting clarification of how these figures are determined.

Mr. McCourt advised Chairman Maks that these figures are determined from an average of approximately a half a dozen trips, adding that these trips include what he referred to as a *Wreck on 217 Day*.

1 Commissioner Maks discussed pages 3-12 through 3-15 of the Draft, which
2 provides charts of peak hour levels of service.

3
4 Commissioner Maks referred to page 3-20 of the Draft, which pertains to transit,
5 and requested clarification of the first paragraph describing significant changes to
6 the transit system since the 2015 Beaverton Transportation System Plan Study.

7
8 Mr. McCourt advised Commissioner Maks that these particular levels of service
9 criteria are obtained from the 2000 Highway Capacity Manual, adding that this
10 2000 update provided criteria for pedestrian crossings and transit services.

11
12 Commissioner Maks complimented staff for a well-written document, expressing
13 his opinion that they had done a good job.

14
15 Commissioner Barnard complimented staff for their efforts on the transportation
16 plan and discussed traffic problems resulting from impatient drivers, ranging from
17 silly to dangerous.

18
19 Observing that transit service is very inadequate in the South Beaverton area,
20 Commissioner Johansen complimented staff for a well-prepared document,
21 although it presents what he considers a bleak picture of the livability of the City
22 of Beaverton.

23
24 Chairman Voytilla expressed his agreement with Commissioner Johansen's
25 observation regarding local transportation, adding that he appreciates the time and
26 efforts of staff in the preparation of this document. Observing that this is a
27 moving process, he questioned whether there is any way to factor that into the
28 entire procedure.

29
30 Mr. McCourt mentioned what he referred to as the "paralysis of analysis", noting
31 that it is unfortunate that there is no method for instantaneously obtaining and
32 providing the information for analysis. Observing that compiling this information
33 involves a time period of six to twelve months, he emphasized that the situation
34 changes during that time.

35
36 Chairman Voytilla advised Mr. McCourt that he is interested in reviewing the
37 larger picture.

38
39 Mr. McCourt stated that large impact issues have already been taken into account.

40
41 Chairman Voytilla emphasized that public transit service is inadequate, pointing
42 out that he has been told that riding the bus and the light rail is very inconvenient.

43
44 Mr. McCourt pointed out that while there are areas in which Tri-Met would like
45 to run more buses on a more frequent basis, the funding is not available, adding
46 that Metro has been campaigning for Federal funds for this every two years.

1
2 Chairman Voytilla suggested that alternative routes for the same buses might
3 address a portion of the problem.
4

5 Senior Planner Margaret Middleton emphasized that Tri-Met is very aware that
6 there are gaps within their service area, noting that this is why the proposal for
7 Federal funding had been developed. She discussed efforts that Tri-Met is
8 making to improve routes and other services.
9

10 Chairman Voytilla pointed out that it is necessary to route this limited funding as
11 appropriately as possible, adding that he would prefer standing on the corner with
12 an umbrella to standing inside of a vandalized shelter covered with graffiti. He
13 emphasized that the shelters are sometimes a liability, rather than an asset.
14

15 Commissioner Maks pointed out that generally only two people are seen sitting
16 inside of the bus shelters that are built to hold four to twelve people, adding that
17 he is more concerned with the Park and Rides, where Tri-Met has built inadequate
18 parking capacity.
19

20 Chairman Voytilla mentioned that although his wife uses the light rail on a daily
21 basis, because there is no bus service down 107th Avenue, it is still necessary to
22 drive to the Park and Ride.
23

24 Observing that both regional transportation plan designations and current route
25 designations have been used, Mr. McCourt mentioned that he foresees the entirety
26 of the 173rd Avenue/174th Avenue/170th Avenue/175th Avenue North/South
27 Corridor all the way from Scholls Ferry Road to Bethany Road as a future transit
28 corridor. He also mentioned that he anticipates that 125th Avenue, Murray
29 Boulevard going south towards Tigard, and other areas would become transit
30 corridors at some future point.
31

32 Chairman Voytilla requested clarification of the impact of this on the funding for
33 the facilities that require financing.
34

35 Mr. McCourt described the route change process that occurs in September of each
36 year, noting that with a project such as 125th Avenue or 170th Avenue, when
37 arterial improvements are made, this is an appropriate opportunity to attempt to
38 coordinate with Tri-Met.
39

40 Noting that he had attended a Regional Planning meeting in which various
41 Washington County entities were represented, Chairman Voytilla commented that
42 the Oregon Department of Transportation (ODOT) had basically indicated that
43 funding is not available for much of what needs to be done.
44

45 Mr. Wooley agreed that there are generally more projects than available funding.
46

1 Chairman Voytilla requested clarification of whether the lack of funding has
2 become a constant issue, specifically whether an ODOT-funded project would
3 actually occur at the projected time.
4

5 Mr. Wooley expressed his opinion that the majority of the ODOT-funded projects
6 have been accomplished, although there are exceptions. He pointed out that the
7 funding is not available for some much-needed work on Highway 217 and that the
8 Interstate 5/Highway 217 interchange had to be phased due to inadequate funding.
9

10 Chairman Voytilla stated that he agrees wholeheartedly with the need for traffic
11 analysis of the a.m. peak period, emphasizing that personal experience has shown
12 him that the a.m. peak period is definitely more congested. He expressed his
13 concern with providing bus-turnouts.
14

15 Mr. Wooley noted that while Tri-Met had promoted the bus-turnouts in the past, it
16 has become increasingly difficult for the buses to get back out onto the streets,
17 although drivers are supposed to yield the right-of-way to these vehicles.
18

19 Chairman Voytilla emphasized that with so little room to stop the buses, he has
20 witnessed some very near hits. He questioned whether the local freight train
21 traffic is being monitored, specifically whether there has been any increase.
22

23 Mr. McCourt noted that while local freight train traffic is not routinely monitored,
24 complaints are received.
25

26 Chairman Voytilla mentioned that he had been twenty minutes late to a pre-
27 application meeting because he had been stuck in traffic on Farmington Road due
28 to the freight trains shuffling cars around.
29

30 Commissioner Maks questioned the current timetable for the 2020 Transportation
31 System Plan.
32

33 Mr. Wooley stated that the document would be referred to the City Council for
34 discussion and feedback on Monday, September 10, 2001, adding that the
35 documents necessary for the adoption of the TSP recommendations would
36 probably return early in 2002, at which time it would be noticed through the
37 Measure 56 process.
38

39 **MISCELLANEOUS BUSINESS:**
40

41 The meeting adjourned at 8:47 p.m.